

# CALIFORNIA BRT PROJECTS

## FACT SHEET

**Transit Operator:** Alameda-Contra Costa Transit District  
**Contact:** Jon Twichell, AC Transit, Phone: 510.891.4801  
**Project Name:** San Pablo Avenue Rapid Bus  
**Project Location:** San Pablo to Oakland, CA  
**Status:** Operating since June 2003

<b>Project Summary</b>  Population served Area served Current passengers/day Length of corridor	The first Rapid Bus service of AC Transit started operation in June 2003. Achieved ridership growth in the corridor. The agency plans to implement similar service on all of its trunk routes.  135,000 in corridor San Pablo, Richmond, El Cerrito, Albany, Berkeley, Emeryville, Oakland 6,000 on Rapid Bus, 13,250 total in corridor 14 miles
<b>Timeline / Phasing</b>	Implemented June 2003
<b>Funding</b>  Total cost Capital cost per mile Funding source(s)	\$4.5 million \$300,000/mile STOP; Federal earmark
<b>Coordinated with other projects</b>	ACCMA SMART Corridor Project
<b>System Elements</b>	
<b>Running Ways</b> ROW restriction Running way marking Guidance technology Type of Grade crossing	Mixed traffic on 2x2 arterial None None At grade
<b>Stations</b> # of stations in system Type Average station spacing Platform length Passing capabilities Amenities	27 Mostly far side with shelters or kiosks 0.54 miles One articulated bus Mixed traffic NextBus, schedule, map, bench, trash bin, lighting,
<b>Vehicles</b> # of vehicles Low floor Capacity # of door Door use policy Propulsion system	Van Hool (Belgium) 13 + 3 spares Full low floor 40-foot 3 doors Encourage back door alighting, wheelchair lift at middle door Diesel
<b>Fare Collection</b>	

Collection process ITS technology Payment methods Fare structure	Pay at entry APC Cash, card, passes Flat
<b>Service and Operation Policies</b> Route structure Hours of operation Service frequency Schedule vs. headway based	Single route 6:00 AM – 7:00 PM; Monday through Friday 12 minutes Headway based
<b>Identity / marketing</b>	Unique bus pole, enhanced stations, dedicated fleet, logo
<b>ITS Features</b> <i>Vehicle priority:</i> Signal coordination Signal priority <i>Vehicle location:</i> AVL <i>Vehicle guidance technology</i> <i>Driver assistance techn.</i> <i>Passenger information:</i> At station/ on vehicle Next Bus technology <i>Support technology:</i> Communication APC Data management	Yes Green extension, Opticom system  GPS based No No  At shelters and kiosks Yes  Yes, radio Yes HASTUS/Orbits system
<b>Interfaces with State Highway System (SHS)</b>	Rapid Bus runs on SR 123 Various agreements are in place guiding cooperation between the State and Alameda County Congestion Management Agency: <ul style="list-style-type: none"> <li>▪ Agreement for Ownership, Operations, and Maintenance of SMART Corridors which is one unified agreement (Joint Powers Agreement) executed by all stakeholders (including AC Transit and Caltrans).</li> <li>▪ MOU for San Pablo, which sets the framework for the cooperation between agencies. These MOUs were executed by all agencies (including AC Transit and Caltrans).</li> <li>▪ Cooperative agreement between ACCMA and Caltrans for the video detection work and pole replacements.</li> <li>▪ SMART Corridor Cooperative agreement for Design, Construction and Administration: These are one-to-one agreement between CMA and all jurisdictions in the Alameda and Contra Costa Counties allowing CMA to work in their ROW. There was no agreement with AC Transit on this item, but there is one with Caltrans.</li> </ul>